

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the G. O. S. Signal
Post Office in the United Kingdom.

G. O. S. SIGNAL
is sent out by a ship in distress
it is useless unless the message
is received by an expert wireless
operator. And so it is when
OUR EYES SIGNAL THEIR DISTRESS
from weakness or strain, you are
unable to read the signs unless
you go to an expert optician.
Get advice from
N. LAZARUS,
Optician,
12, Queen's Road C. 71

No. 14877. 號七十七百八千一萬一第 日八廿月正年戌壬 HONGKONG, FRIDAY, FEBRUARY 24th, 1922. 五拜禮 號廿月二年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION CHAMPAGNES

Quarts	Pints	Duty paid
Pommery & Greno	\$84	\$97
Veuve Clicquot	94	97
Bollinger	92	95
Piper Heidsieck	90	93
Geo. Goulet	90	93
Delbeck	44	46

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A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favorite powders—E. C. and SMOKE-LESS DIAMOND.
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FRENCH LESSONS

G. MOUSSON.

15, Morrison, Hill Road

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK-DAY.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " " " " 10 "	
9.00 " " " " " 15 "	
10.00 " " " " " 15 "	
11.30 " " " " " 15 "	
12.30 p.m. to 2.30 p.m. every 15 minutes.	
2.30 " " " " " 15 "	
3.00 " " " " " 15 "	
4.00 " " " " " 15 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes.	
9.30 p.m. to 11.30 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " " " " " 10 "	
11.30 " " " " " 15 "	
12.00 noon " " " " " 15 "	
1.00 p.m. to 2.00 p.m. every 15 minutes.	
2.00 " " " " " 15 "	
4.00 " " " " " 15 "	
NIGHT CARS.	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represent Bank Note.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16th, 1921, until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS	
Station	Time
CANTON (at 10.15)	10.15
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SHIPBUILDERS AND ENGINEERS,
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MILLINERY FOR THE RACES

WHITEAWAY'S

We have just unpacked a consignment of New Distinctive Mode's in LADIES' HATS suitable for the coming RACE WEEK.

INSPECTION INVITED

WHITEAWAY, LAIDLAW & CO., LTD.

"THE STONE OF THE EAST"

20 DES VOEUX ROAD.

HONGKONG.

PORTUGAL'S FATE. IN THE CLUTCHES OF PROFITEERS.

A DISMAL OUTLOOK.

[FROM "THE TIMES" SPECIAL
CORRESPONDENT.]

Lisbon, December 21st (By Mail).

Since the establishment of the Republic in 1910 there have been in Portugal 400 Cabinet Ministers, including 45 of Finance and 41 of Foreign Affairs. During 1920 nine Cabinets succeeded each other. Up to the present in 1921 there have been only five changes of Cabinet, but there have been three "pronouncements."

One of this year's Prime Ministers is serving a sentence in prison owing to his unfortunate intervention in matters connected with military contracts; the President of the Republic has been threatened in the exercise of constitutional prerogatives; and there have been successive violations of the basic laws of the Republic.

While the political situation has reached the point where dictatorship or disintegration seem the only alternatives, the financial situation has gone from bad to worse. By the end of 1920 the gold reserve had fallen to 2 per cent of the note circulation, which is now 650,000 contos (\$137,800,000 at par). The deficit in the Budget presented for 1921-22 amounted to \$38,988,000 on a total expenditure of \$108,610,000; that is to say, the deficit now exceeds the total revenue. Nevertheless, each successive Government continues to spend madly. The Great War brought a terrible strain on Portugal, but in its train came great wealth for some. The following figures taken from the last speech of the chairman of the British Chamber of Commerce at Lisbon are eloquent:—

	1913.	1920.
Value of British imports from Portugal	\$3,017,101	\$ 7,060,065
Value of Portuguese Possessions	877,722	3,428,903
Value of British exports to Portugal	3,634,086	12,046,021
Value of Portuguese Possessions	9,444,038	7,988,483

These figures indicate the increase of trade during and after the war. War profits went untraced and it is now perhaps too late to endeavour to collect arrears; reaction has set in and trade and industry are passing through a crisis.

The new bank buildings are numerous and splendid, but at their doors in the Street of Gold (Rua de Ouro) and Street of Silver (Rua de Prata), crumpled and appalling wrecks of humanity as make Spanish beggars appear aristocrats.

To a great extent the vested interests in Lisbon hold the country in their clutches. They have a powerful Press at their command; they make and unmake Governments in their intrigues to create "corners" and secure contracts. Unchecked profiteering is driving the price of living ever higher, and is contributing ever increasingly to the discontent of the middle classes and the misery of the poor. Secret societies take part in the game. In the pocket of Senhor Granjo, the murdered Prime Minister, was found a document addressed to him by a masonic lodge violently censuring his conduct because he had ordered the police to protect the British tramway company.

Thus the vicious waters swirl round; political disintegration, financial chaos, the dead weight of a colossal bureaucracy, of a pampered Praetorian Guard, of a neglected Army and of an idle Navy preying on State revenues. Such is Lisbon with its half million inhabitants.

THE PROVINCES.

The rest of the country, with 8 million inhabitants, lives its own life. Portugal is roughly divided into two zones by the Tagus. The farmer of the north, the small landowner with his plot of grazing land, his orchard by the waterside and his homestead on a hillside, his vineyard, one of the happiest peasants in Europe, is still prosperous. Nothing short of foreign invasion can touch him. He rears his large family, with whom it is a tradition that many sons should emigrate. He gets good prices for his produce; his up and downs of fortune are more affected by the weather than by revolutions. The wine-growers of the Duero are regaining important markets. South of the Tagus it is different. There the peasant in general is a labourer. A servant of the landowners. He is in closer touch with his Spanish brother, the Syndicalist worker in the mines and the State-owned railways, the most extreme body of workers in Portugal, spread Communist teachings through the district.

Before the war Portugal was self-sufficient as regards wheat. An ill-considered policy, by which a legal price lower than cost price was imposed on the farmers, together with an abusive system of requisitioning supplies, has proved disastrous. The farmer asserted his independence by turning to wheat raising instead of doing with four legs that could walk across the frontier. Meanwhile the Government has had to purchase wheat abroad, paying for it in gold, and selling it at an enormous loss to the milling trust.

THE REMEDY.

The possibilities which may result from a continuance of the present downward movement need not be enlarged upon. Yet, properly governed, Portugal might be prosperous and contented. A clever business man assured me he would consider running Portugal a sound business proposition, taking Portugal alone. In combination with her colonies it would

(Continued at foot of next column.)

SIR CHARLES ADDIS IN PEKING. ADDRESS TO CHINESE BANKERS. CONSORTIUM AND CO-OPERATION: CHINA'S POSSIBILITIES.

Sir Charles Addis was the guest of the Chinese Bankers' Association, at Peking, on February 18th, at the Chicago Chamber of Commerce, where he delivered a most interesting address. Sir Charles referred to the past education would play in the healing of the unhappy divisions in China, but contended that the unity which every sensible patriot desired would not come until public opinion was ready for it and that would not be until the intellectual classes and the business men had joined hands. He commented most favourably on the remarkable increase in number and importance of native joint-stock banks and their co-operation with public finance, and indicated the Consortium's readiness to finance constructive enterprises, while it was ready to co-operate with Chinese banks in finding a solution for China's financial difficulties. But if the foreign and Chinese investor were to be attracted, he must be satisfied that he would receive the interest on the due date and the ultimate return of his capital.

Since all experience of such transactions in China had shown that an effective degree of foreign supervision was indispensable, because China had not yet evolved a satisfactory system of control of public expenditure, he thought that the time had come for a frank exchange of views on this vital point, but he emphasized that such measures were merely temporary and would be relaxed as soon as possible.

Sir Charles Addis considered that the unification of the railway systems of China would be an important step towards co-ordination and consolidating the security which China had to offer for further borrowings.

Sir Charles added that he was leaving China with a profound impression of her tremendous possibilities, which, as he saw before, were opening up this wonderful country with its unrivalled and largely undeveloped resources, its virile and sober population, its capacity for self-government, its tradition of law and order and its high standard of rectitude.

Sir Charles Addis concluded with the earnest wish that united China would assume the place among the nations to which she was called by her inherent greatness.

THE MURDER OF FATHER JULIEN.

THE STORY OF A PRIEST'S
MARTYRDOM.

The *Shanghai Mercury's* Chang correspondent, writing on the 18th inst., says:

The Roman Catholic Mission has now received full particulars of the murder of Father Julien on January 14th. He had been to Shinan to spend the New Year with his brother there, and returned to his own station at Hsin Tien Pa on January 10th. He had had some callers about a piece of land he was negotiating for, on which he purposed to build a school, on the evening of January 14th, and they left him about 7:30 p.m. He had then called for his evening meal to be brought in, and before he had started it, three or four men rushed in. There was a recent convert in the room, and he was ordered to get out.

The assailants were like soldiers, and had red turbans on their heads and were armed with spears. One spear was driven right through his head from side to side; another thrust into his throat and came out at the back of his neck. These must have been fatal in themselves.

Eighty-two wounds were found on the body. The house was looted, a sum of money probably \$300 being taken, as well as his Chinese clothes, his watches, gun and pistol. The assailants apparently entered the Church, but the only damage found there was the Crucifix had been broken. The servants took refuge on the roof of their quarters, but the men called to them that they had nothing to fear as they were only after the foreigners.

Strange comments on the move for the abolition of extraterritoriality and the recent declaration of the Chinese Government that they are able to protect all foreigners in the country!

be an El Dorado company. The economies possible by retrenchment are enormous. Many units of the fleet are obsolete, thousands of employees have no chairs to sit on or desks to work at. The way the exchange on London improved from four to nine on mere rumours of a foreign loan last summer demonstrates how rapidly a real improvement in the situation would react favourably on the finances of the country.

The average Portuguese realizes all this. The Press proclaims it with remarkable unanimity. Yet no Government appears with the driving force necessary to clear the air and proceed along that road of retrenchment and reform which is so imperiously called for. Will the spectre of political strife and party differences continue to bar the path? The recent appearance in the Tagus of foreign warships produced an indefinable effect in Lisbon, and for one brief moment an argument appeared in the fact of which old quarrels shrivelled. It could not be a permanent argument, but possibly the shadow it threw may have a stimulating effect, for it became evident to all parties that the interests of progress in Portugal are too closely linked with those of civilization for the world to remain indifferent to its future. This potent indirect appeal to Portuguese patriotism, a traditional quality held in the highest honour, may not have been in vain.

COLONIAL OFFICE MANNERS. THE DANGERS OF ALOOFNESS AND "STAND-OFFISHNESS."

Speaking at the East African dinner in London on January 27th, Mr. Churchill made an important reference to the political problems of East Africa. He pointed out, as a curious result of the war, that the discontented elements in African and Asiatic countries seemed to think that they had only to express the wish that Great Britain should lay down the Government and Great Britain would comply. It was high time it was made clear that it was not the rule Great Britain intended to follow. He added, however, that French administrators of native populations took the greatest care to mingle with the natives and to understand intimately their feelings in a manner which the more aloof and stand-off British official was not accustomed to. "We ought," he said, "to ask ourselves whether good manners may not help as much as fine theories, and whether earnest understanding of the views of native populations may not be just as helpful in the maintenance of good relations as the promulgation of the most magnificent democratic principles."

FOLLY OF THE HAVOCITY MANNER.
Mr. Churchill said that there could not be a worse way of dealing with native populations than combining haughty manners with attempts to apply principles of western democracy.

Referring to the Indian difficulty in East Africa, Mr. Churchill appealed to the settlers to take a broad, Imperial view of the situation. India had entered the Empire as a partner, and we must be most careful to treat her citizens with the respect which was their due, and to shape the laws of the Empire, or any part of it, in such a way as not needlessly to inflict invidious distinctions on its representatives.

EAST AFRICAN PROBLEM.
Mr. Churchill proceeded to emphasize that the highlands of East Africa should be reserved exclusively for European settlers. This decision must be regarded as final, and it was not intended to depart therefrom. He further wished to apply broadly and comprehensively, as far as practicable, Cecil Rhodes' principle of equal rights for all civilized men, meaning that natives and Indians who had reached and conformed to a well marked European standard would not be denied the fullest exercise of the enjoyment of civil and political rights. The standard to be adopted was certainly a matter in which the European community would be fully consulted. The interests of the British settlers and the native population of Indians should be strictly regulated, and that the Rhodes principle should rule in respect of immigration laws as in other laws, all of which would be the subject of closest consultation between the official Government and the existing residents.

GREAT AFRICAN FEDERATION.
Mr. Churchill added, amid cheers, that he did not contemplate any system which would prevent British East Africa from becoming characteristically and distinctively a British colony, looking forward to the fruition of full self-government. The question of the amalgamation of Kenya with Uganda, Tanganyika and Zanzibar had been delayed solely owing to bad times rendering it unwise to disturb the existing order.

He anticipated in a few years the creation of a great East African Federation taking its place in the Empire on equal terms with the great West African colonies now so prosperous.

Sir Robert Coryndon, Governor of Uganda, speaking subsequently, warmly advocated federating in order to arrest the waste of time and money.

Mr. DeAmere, representing the European settlers, replying to Mr. Churchill, expressed pleasure at Mr. Churchill's confirmation of the constitution of Kenya as a White Colony with the gradual evolution of self-government. He hoped that the control of Indian immigration would mean its practical prohibition and said that the utmost care was necessary to see that Western ideals and government were not swamped by the ideals of another civilisation.

THE TRADE OF HONGKONG.

RETURNS FOR THE FOURTH
QUARTER.

The trade returns of the Colony for the fourth quarter of 1921, excluding treasure, show the following values:

	4th Quarter 1920.	4th Quarter 1921.
Imports	\$18,673,038	\$22,393,405
Exports	\$18,568,802	\$21,588,287

The import of treasure in the fourth quarter of 1921 was \$4,193,774 and the export of treasure, \$5,866,511.

The values were converted at 2/10½ for October, 2/9 for November and 2/7½ for December.

NEW COMPANIES IN JAPAN.

LATEST RETURNS.

According to the returns published by the Bank of Japan, the banks and other industrial establishments newly organized or expanded during the month of January this year numbered 109, with an aggregate capital of ¥52,000,000. Compared with the preceding month, the above indicates a decrease of 62 and a capitalization of ¥140,000,000. The following table gives the details:—

Classes.	No. of new companies.	Aggregate capital.
Banking	8	¥2,800,000
Trust and credit	12	¥2,600,000
Warehousing	6	¥1,150,000
Transport	6	¥1,080,000
Mining	5	¥5,565,000
Electricity	3	¥1,760,000
Manufacturing	26	¥9,600,000
Commercial, etc.	33	¥22,720,000

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

Due 21st inst. FROM EUROPE VIA STRAITS

CONSIGNEES of cargo for Hongkong per s.s. "TOYOHASHI MARU" are hereby notified that owing to the Strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA Agents.

Hongkong, February 20th 1922. [467]

THE BEN LINE STEAMERS LIMITED

S/S "BENBROOK"

FROM LIMEH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of cargo per the above mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

GIBB, LIVINGSTON & CO. LTD. Agents.

Hongkong, 24th February, 1922. [460]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA AND STRAITS.

CONSIGNEES of cargo for Hongkong per s.s. "LAISANG"

are hereby notified that owing to the strike of Cargo and Wharf coolies, cargo for Hongkong will be over-carried and landed at Shanghai and at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATTHEWSON & Co., Ltd., General Managers.

Hongkong, 20th February, 1922. 463

NOTICE TO CONSIGNEES.

SERVICE CONTRACTS DES MESSAGERIES MARITIMES.

CONSIGNEES of cargo for Hongkong per s.s. "ANDRE LEBON" are hereby notified that owing to the Strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on the s.s. cargo will remain on board the above named steamer and will be discharged here on her return journey from Japan. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly.

R. RODENFUSER, Acting Agent.

Hongkong, 20th February, 1922. 464

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES

M. V. "GLENFAR" FROM UNITED KINGDOM AND CONTINENT.

Owing to the Strike of SEAMEN, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATTHEWSON & Co., Ltd. Agents.

Hongkong, 20th February, 1922. 463

NOTICE TO CONSIGNEES

S.S. "TILKINT"

CONSIGNEES of cargo for Hongkong from Netherlands India are hereby notified that owing to the strike of Cargo and Wharf Coolies, all cargo for Hongkong will be carried on to Northern ports and will be returned to Hongkong as soon as conditions at this port become normal. Consignees are therefore recommended to make their own arrangements as regards insurance etc.

JAYA-CHINA-JAPAN LYN. Agents.

Hongkong, 21st February, 1922. [471]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per s.s. "PELEUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consigned as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE Agents.

Hongkong, 22nd February, 1922. [478]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO. LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES of Cargo for Hongkong per s.s. "AJAX" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consigned as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE Agents.

Hongkong, February 22nd, 1922. [479]

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber yesterday. There were present:—

HIS EXCELLENCY THE GOVERNOR (Sir REGINALD EDWARD STUBBS, K.C.M.G.)
Hon. Mr. CLAUD SEYMOUR, O.M.G. (Colonial Secretary).
Hon. Mr. J. H. KEMP, C.B.E., K.C. (Attorney-General).
Hon. Mr. C. McI. MESSER, O.B.E. (Colonial Treasurer).
Hon. Mr. E. R. HALLIDAY, O.B.E. (Secretary for Chinese Affairs).
Hon. Mr. E. A. LIVING (Director of Education).
Hon. Mr. T. L. PERKINS (Director of Public Works).
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. LAU CHU PAK.
Hon. Mr. E. Y. D. PARK.
Hon. Mr. A. G. STEPHEN.
Hon. Mr. A. O. LANG.
Hon. Mr. CHOW SHOU-SUN.
Mr. A. G. M. FLETCHER, C.B.E. (Clerk of Councils).

ABSENT.

H.E. MAJOR-GENERAL SIR JOHN FOWLER, K.C.M.G., C.B., D.S.O. (General Officer Commanding the Troops in China).

MINUTES.

The minutes of the last meeting was approved and signed by the President.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the report of the proceedings of Finance Committee, No. 2 and moved that it be adopted.

The COLONIAL TREASURER seconded, and the motion was approved.

JURORS LIST FOR 1922.

The COLONIAL SECRETARY laid on the table the Jurors' List for 1922.

H.E. the GOVERNOR: It will be more convenient if we leave the discussion of the list to the end of the Council, and proceed with the Orders of the Day. This course was agreed to.

POLICE SUPERVISION.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled An Ordinance to provide for police supervision of certain persons.

The COLONIAL SECRETARY seconded, and the second reading was approved.

The Council went into Committee to consider the Bill clause by clause: it was approved in Committee without amendment and on the Council being resumed.

The ATTORNEY-GENERAL moved, and the COLONIAL SECRETARY seconded, the third reading, which was approved.

The Bill passed accordingly.

AMENDMENT OF OPIUM ORDINANCE, 1914.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled An Ordinance to amend further the Opium Ordinance, 1914.

The COLONIAL SECRETARY seconded, and the second reading was carried.

The Council went into Committee to consider the Bill clause by clause.

On Clause 3, the Hon. Mr. LAU CHU PAK said: In connection with this section, there is a point I should like to be made clear. In all the Chinese hotels, business firms and private clubs, very often, more than two or three persons are found smoking opium and the dross is left as a perquisite to the servants. Will such places be treated as opium dens in future?

The ATTORNEY-GENERAL: This section proposes only to provide a certain presumption; it is always open to the defendant to prove the contrary in the case of a genuine club or business premises. I think it would be quite easy for the defendant to prove that such a place was not a "divan" in the ordinary sense, but a club or a place of business. In the case of restaurants, I understand that the dross is collected by someone and sold to the S.I.E. Whether it is collected by the keeper or by servants, I do not know, but the proposed new section does not alter the definition of an opium divan in any way, and if the dross in the restaurant is collected by the keeper the restaurant is now, and has been, ever since the 1914 Ordinance, within the definition of an opium divan. It is not intended, I understand, that there should be any change in policy with regard to restaurants, clubs or business premises, but that this section should be some assistance to the police and the S.I.E. in the case of a prosecution for keeping premises purely an opium divan and nothing else. The two points I would like to make clear are, first, that the definition of an opium divan is not changed at all; and, secondly, no change of policy is intended.

The Hon. Mr. LAU CHU PAK: Practically, things will come to this: that in future no visitors will be allowed to smoke opium in restaurants.

H.E. the GOVERNOR: Has there been any difficulty, hitherto on this definition? The ATTORNEY-GENERAL: No, Sir, no difficulty. The danger of putting in such words as "excepting clubs," for example, would be that on a prosecution for keeping a divan, which is purely a divan and nothing else, the keeper would no doubt produce some signboard, or some other evidence prepared beforehand, to say the place was a club. In the case of a genuine club there would be no difficulty in proving that it was a club.

The Hon. Mr. LAU CHU PAK: What I am afraid of is that, in future, the police, by virtue of this section, will overstep this.

The Hon. Mr. POLLOCK: Do restaurant keepers get a sum of money for allowing people to smoke opium on the premises?

The Hon. Mr. LAU CHU PAK: No; they only get the benefit of the dross which goes to the employees as a perquisite.

H.E. the GOVERNOR: Who provides the opium in such cases? Do people take it in with them?

The Hon. Mr. LAU CHU PAK: Some do, but most of them send out for it.

The Hon. Mr. POLLOCK: The question is if it is done for profit. Section 4 of the 1914 Ordinance says:—

"Opium 'divan' means and includes any place opened, kept, or used:—

(1) for the sale of prepared opium or dross opium where a fee or its equivalent is charged for such smoking or where any direct benefit or advantage whatever, direct or indirect, is derived by the keeper of place in consequence of the smoking of prepared opium or dross opium in such place; or where the opium dross or hulan produced by any person smoking in such place is collected, received, or retained by any person other than the smoker."

The only difficulty is on the last sentence—"Collecting opium dross"—all the rest obviously refers to keeping an opium divan as a paying proposition. What is the meaning of "hulan"?

The Hon. Mr. LAU CHU PAK: Smoked dross.

The ATTORNEY-GENERAL: My point is that this proposed new section does not alter the substance of the law in any way, but merely alters the law of evidence, and that any genuine club, or restaurant, or office, can easily prove that the place was not an opium divan in the ordinary sense of the term.

The Hon. Mr. POLLOCK: Can they prove that opium dross is not "collected, received or retained by any person other than the smoker"?

H.E. the GOVERNOR: It would be very difficult to prove that in any case. If you are smoking in business premises the caretaker would probably collect the dross. Under the existing law no case has ever been brought against a restaurant for keeping an opium divan.

The ATTORNEY-GENERAL: We have never had a case. The Bill only makes a presumption. It does not make a place a divan; it only alters the burden of proof. The burden can be easily discharged.

The Hon. Mr. LAU CHU PAK: I only want that to be understood by the Chinese.

H.E. the GOVERNOR: We are not creating any new difficulty.

The Hon. Mr. POLLOCK: If there is a difficulty it may be well to remove it.

H.E. the GOVERNOR: That would mean altering a definition in the 1914 Ordinance, and before doing that it would be desirable to find out exactly why the clause was put in. If it is desired to postpone the third reading there is no objection that I can see, but, as there is no intention of making any change of policy, perhaps that would be unnecessary.

The ATTORNEY-GENERAL: That Ordinance has been in force for seven years, and I do not know of any difficulty having arisen on this definition, and we are not altering it now.

The Hon. Mr. POLLOCK: It would be well to have the matter looked into now.

The COLONIAL SECRETARY: It is a matter for the police.

The Hon. Mr. POLLOCK: It is a matter of drafting.

H.E. the GOVERNOR: Shall we complete the Committee stage, and recommit the Bill if necessary?

The Bill then passed the Committee stage, subject to the amendment of Clause 2.

The Council then resumed.

H.E. the GOVERNOR: The third reading will be taken at a subsequent meeting of the Council. That completes the business and I will ask the representatives of the Press to withdraw while the Council considers the Jurors' List.

THE SEAMEN'S STRIKE.

DELEGATES BACK FROM CANTON.

The delegates from the seamen at Canton returned to the Colony yesterday afternoon bringing with them a letter to the Tung Wah Hospital which was delivered last evening. This is believed to contain a fresh statement of the seamen's case.

RUMOURS OF MORE STRIKES.

Yesterday the rumours that have persisted all through the last few weeks of extensions of the strike seemed to have become more active than ever; one heard them on every lip. A strike of market coolies was a hot favourite (to adopt topical phraseology of the week); a strike of everybody who had any dealings with Europeans, even, was mentioned by some, but after investigation all that could be definitely ascertained was that the carpenters' guild had approached the Secretary for Chinese Affairs as to a long-standing claim they made—some time before the seamen's strike—for an increase of wages. So fearful souls may rest assured that "the end of all things" is not yet.

The Cantonese seamen, meanwhile, are losing more and more of their former big share of employment in the port. The *Empress of Russia* sailed from Junk Bay yesterday, with a Northern crew. Shipowners generally are feeling that they cannot give the men in Canton very much more rope, before looking elsewhere for men. The three or four day conferences in Canton at every stage of the negotiations seem calculated to postpone the conclusion of the strike indefinitely. The world cannot wait for ever while the sailors conduct their case by the methods of the mass meeting.

FINANCIAL SUPPORT FOR THE STRIKE.

The Canton correspondent of the Asiatic News Agency in a recent message to Peking said: "Notwithstanding the efforts of the Foreign and Chinese mediators, there is still no prospect of an immediate settlement of the Chinese seamen's strike in Hongkong. It appears the Chinese seamen are not only supported by the Chinese Labour Associations of Shanghai, Chekiang and Kwangtung, but they are also financially assisted by the so-called labour organizations of Nanking, Hankow, Kaifeng, and even Tangshan and Changshien, on the Peking-Mukden and the Peking-Hankow Railways, are mentioned as supporters and sympathisers. This shows that labour troubles are gradually creeping up in China."

COMPANY REPORTS.

HONGKONG AND WHAMPOA DOCK COMPANY.

Subject to final audit, the Directors of this Company will recommend to the shareholders at the forthcoming annual general meeting the following allocation of the profit for the past year viz:—

To pay to shareholders a final dividend of \$5 per share and bonus of \$11 per share making (with interim dividend of \$4 per share) \$20 per share for the year 1921.

To write off Buildings and Plant.....\$919,891.43

To pay a Bonus to Staff.....120,000.00

And carry forward to next year about.....200,000.00

HONGKONG ROPE MANUFACTURING CO.

The Report to be presented at the thirty-eighth ordinary general meeting of shareholders states:—

The balance at credit of profit and loss account after allowing for the interim dividend of \$60,000 paid in September last, and including the balance of \$9,949.63 brought forward from 1920, is \$205,271.37, which it is proposed to appropriate as follows:—

To Place to Reserve Fund.....\$ 5,000.00

To Place to Equalisation of Dividend Account.....50,000.00

To Pay a bonus to staff.....4,084.63

To Bonus to Mr. C. Klink on retirement.....15,000.00

To Pay a Final Dividend of \$1 per share.....20,000.00

To Bonus of \$1 per share.....60,000.00

And to carry forward to the credit of next year's account.....11,982.74

Consulting Committee.—Mr. J. H. Wallace resigned on leaving the Colony, and Mr. P. A. Cox was invited to take his place on the Consulting Committee.

In accordance with the Articles of Association Messrs. A. O. Lang, P. A. Cox and H. P. White, retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Linstead & Davis for Mr. F. Maitland and by Mr. H. Percy Smith. Messrs. Linstead & Davis and Percy Smith, Seth & Fleming are eligible for election.

WHEN THEFT IS NO ROBBERY?

A NAIVE DEFENCE.

Charged before Mr. Lindsell at the Magistracy yesterday, with the theft of seven iron bars the property of the Tung Hung Firm, a Chinese bricklayer said, by way of excuse, (that he thought the bars belonged to his employer—a contractor and that he was perfectly justified in taking these articles. He was of the opinion that they belonged to his employer, and not to the firm.

"But that is stealing from the contractor, and what is the difference queried the Magistrate? 'Oh! I have often done this before and nothing has been said,' replied the defendant. 'This is because you have never been caught before,' retorted the Magistrate.

The complainant pointed out that the contractor was not working at the firm on the day the larceny took place. The man came there with the intention of stealing.

In view of the man's previous good character, a fine of \$10 was imposed with the option of 14 days' imprisonment.

A MAN OF NERVE.

Getting up the other evening to go on night duty a shark's fin washer switched on the light in the cook-house and noticed a man clothed in a sack sleeping in a corner of the kitchen. The man on being roused tried to escape by climbing up rope attached to the roof by a hook. Asked by Mr. Lindsell at the Magistracy yesterday what he was doing in the cook-house, the man said that he had been sleeping there for some days and that he had previously been sleeping on the roof of the same house.

The Magistrate: That is not a very good place to sleep in this cold weather. Inspector Wain said that it was quite possible for the man to come down from the roof to the cook house by means of a rope which, he pointed out, did not look very strong. If the defendant came down by the rope he was certainly a man of great nerve.

The man was sent to prison for six weeks.

A YOUNG SNATCHER'S WEAK DEFENCE.

A Chinese boy, who was charged before Mr. Lindsell at the Magistracy yesterday morning, with the larceny of an earpick, told the Magistrate that he accidentally knocked the ornament out of the woman's hair with his hand when passing. The larceny took place outside the Man Mow Temple, Ladder Street, and the earpick was afterwards found about a hundred yards away from the spot. After the larceny the boy was seen to run away. He was caught not far from where the earpick was found.

The Magistrate, commenting on the boy's defence, said the tale of accidentally knocking the earpick for about 100 yards was absolutely absurd. A sentence of six months' imprisonment, with hard labour, together with 12 strokes of the birch, was ordered.

THE WORLD THEATRE.

Too often the comment is made: "If you like such-and-such a kind of play, see one and so on." That is not fair to the spectator whose entertainment must be of a universal scope and not of a classified pattern. "Sex," the new Louisa Glaum silent drama at the World Theatre to-day presents an age-long problem, but without offering any definite solution, it helps the viewer to appreciate the fact more vitally than perhaps ever before, that the problem of "Sex" can never be solved in the theory, but may be solved in the practise. That "Sex" is representative of its title, signified nothing. Ninety per cent. of the great dramas of to-day revolve around the sex question.

That "Sex" is a powerful story without pretending to be an "expose" or a tract upon the follies of men and women is evident upon the unfolding of the first reel of the play, which, incidentally, is one of the most artistic productions ever witnessed by the present writer. Miss Glaum's performance as Adrienne Renault, the Frigidity beauty, who leads too fast a life, and later as the wife, who is too devoted to her husband for him to appreciate her—all very human, it must be admitted—is a revelation to her friends and a bit of potent evangelism to those who heretofore have not fully realized her many charms as an actress. The supporting cast is composed of Joseph Myrtle Stedman, Irving Cummings, William Conklin and Peggy Pearce. The direction by Percy Nibric is impeccable, and highly to be commended in every artistic and dramatic particular.

SPORT.

CRICKET.

I.R.C. v. H.K.C.C.

The following will represent the I.R.C. in their match against the H.K.C.C. tomorrow, at 2.15 p.m. on the latter ground:—S. H. Ismail (capt.), S. A. Ismail, S. A. R. Ismail, R. Mazarin, O. Ramjahn, H. D. Ramjahn, A. R. M. Samy, N. B. Kitchell, A. H. Madar, F. M. Ismail and A. Kitchell. Reserve: M. P. Madar.

EVERY REQUIREMENT IN MEN'S WEAR FOR THE RACES.



LINCOLN BENNETT'S
BOWLERS.
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NEWEST STYLES IN "BURBERETS"
SPRING OVERCOATS. THE IDEAL COAT
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THE IDEAL ENGLISH WHITE ENAMEL

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HONGKONG

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L1253 BIRTHDAY SERENADE UN PUI PAMOUR

1738 CHRISTMAS MEMORIES PARTS 1 & 2

2479 MARCHE LOIRAINNE REGIMENT OF SABLE & MEUSE

2331 THREE DANCES FROM HENRI VIII PARTS 1 & 2

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LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply.
W. G. HUMPHREYS & CO.

HONGKONG HOTEL.
GRILL ROOM.

THE usual DINNER DANCING will NOT be held on MONDAY, Feb. 27th. The DINING ROOM (Old Grill Room) will be used as GRILL ROOM on Monday night and will be opened from 7 to 9.15 p.m. [43]

BRITISH MUNICIPAL COUNCIL
TIENTSIN.

THE Council hereby invites Applications for the post of PREPARATORY SCHOOL MISTRESS in the Tientsin Grammar School. The commencing salary offered is \$140 per mensem. Furnished quarters will be provided free by the Council.
Applications stating age, nationality, qualifications and experience should be forwarded to the undersigned in time to arrive in Tientsin not later than March 3rd, 1922.

By Order
J. R. LYNES, Secretary.

Council Room,
Tientsin, February 15th, 1922. [431]

G. B.

ANNUAL NAVAL CONTRACTS.

SEALED tenders are invited for the following Contracts, viz:—
Supply of Timber, Timber Materials and Spars
Upholstery Work
Dyeing and Dry Cleaning Work
Repairing Clocks and Stop Watches
Supply and Repair of Bamboo Sunblinds.
The contracts commence on the 1st April, 1922, and expire on 31st March 1923.
Forms of tender may be obtained on application to the Naval Store Officer, H. M. Naval Yard.
Tenders will be received at the Commodore's Office until noon on Wednesday 8th March 1922. The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.
H. G. LOVE,
Naval Store Officer.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo for Hongkong per s.s. "CITY OF SIMLA" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong has been carried on in the vessel and is being retained on board until her return to Hongkong. Ports of call in the meantime are Shanghai, Kobe, Hakodate, Yokohama, and Nagasaki and Shanghai and steamer will also drydock at Yokohama. Consignees are recommended to make necessary arrangements as to insurance.

THE BANK LINE, LTD.
Hongkong, February 23rd, 1922. [434]

G. B.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction,

on

TUESDAY, WEDNESDAY and THURSDAY,

the 17th, 18th and 19th MARCH, 1922, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

and, &c., &c.,

Comprising:—
Life Boats, Dingies, Whalers, Cells and Electrical Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Ice Chests, Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Hugs, Mats, Table Covers, Blankets, Canvas Kiosks, Old Cordage, Canvas Bags, Old India Rubber, Lead, Gun Metal and Steel, Coal Sacks, Firewood, Iron, Wood and Gun Metal Blocks, Lamps, Searchlights, Gauges, Propellers, Fan Engines, Steel Tubes, Steel Wire Rope, Oil Chain Cable, Compasses and Compass Fittings &c.

A quantity of Structural Steelwork sufficient for a complete shed, 60 feet by 25 feet and sundry other steelwork, and rain water pipes, gutters, &c.

Lots may be inspected on Monday, the 6th March, 1922.

Also sale of Old and Surplus Victualing Stores at Kowloon Naval Depot, on FRIDAY, 10th MARCH, commencing at 9.30 a.m.

Commodore, Tientsin, Rabbit, Salt Pans, Beans and Biscuits for cattle or poultry food, Serge, Flannel, etc. Remnants, Hammocks, Bedding and Sundry Articles of Clothing and Mess Gear.

Terms of Sale.—As detailed in Catalogue.
HUGHES & ROUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, February 2nd, 1922. [398]

CREDIT NATIONAL 1922.

ISSUE OF NEW BEARER BONDS
REDEEMABLE IN 10 YEARS
FRS 500,000

each bearing interest at the rate of 6% per annum

free of tax.
Reimbursable at holder's option as follows:—
On 1st February 1924 for FRS 500—
On 1st " 1927 for FRS 507.50
On 1st " 1932 for FRS 525—

No price of issue including 1st coupon due on 1st February 1922 payable cash on application FRS 482—

Subscriptions received at
BANQUE DE L'INDO-CHINE,
HONGKONG

on or before February 28th, 1922

INTIMATIONS

HONGKONG JOCKEY CLUB.

FOURTH DAY.

ON SATURDAY, 25th inst., the first race will be started at Noon.
H. BIRKETT,
Clerk of the Course.

HONGKONG JOCKEY CLUB.

RACE MEETING 1922.

SATURDAY FEBRUARY 25th.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$12 for the Meeting or \$4 per day. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Race.

A Stand and Enclosure will be reserved for Members, Members' Wives and Families. Tickets are now ready and may be obtained from Messrs. Linstead & Davis. All tickets must be produced to gain admission.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the undersigned.
No Servants will be allowed inside the ENCLOSURE of the Race Course during Race Days WITHOUT TICKETS, which can be had on application to the undersigned.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922. 400

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December 1921, at the rate of Three Pounds Sterling, together with a Bonus of Two Pounds Sterling per Old Share and Two Pounds Five Shillings Sterling per New Share is payable on and after the 20th day of February 1922, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, 18th February, 1922. [453]

KULANGSU MUNICIPAL COUNCIL, AMOY.

ROAD CONSTRUCTION.

THE KULANGSU MUNICIPAL COUNCIL, Amoy, is now accepting tenders for the laying of 5,000 square yards of road surfacing of a similar composition to that used on roads in the Peak district, Hongkong.

Should the experiment be found to be a success the Council intend to surface all roads in the Settlement in this manner.

Fuller particulars can be obtained on application to the undersigned.
G. H. REED,
Secretary,
Kulangsu Municipal Council.

G. B.

PUBLIC AUCTION.

PARCELS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of FEBRUARY, 1922, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency THE GOVERNOR, of one Lot of CROWN LAND at Coronation Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot, Boundary Measurements, Containing, Area, and other particulars.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that we have used a certain Trade Mark or Label belonging to Messrs. A. S. Watson & Co., Ltd. with the word "FORMAZONE" thereon in connection with certain mineral water manufactured by us and that we have, as from the 18th day of February, 1922, discontinued the use of such Trade Mark or Label.
CONNAUGHT AERATED WATER CO., LTD.

NOTICE.

R. H. RAY will continue to carry on business in his own name as Ship, Freight & General Broker.
E. H. RAY.

NOTICE.

THE PARTNERSHIP heretofore existing between EDWARD HENRY RAY and FRANK JAMES FALCONER as Ship, Freight & General Brokers, under the style or name of RAY & FALCONER, was dissolved by mutual consent on 31st December, 1921.

NOTICE.

NG KWAN alias A KWAN having left the services of this Company, we beg to draw the attention of our clients not to hand over Typewriters, Machines etc., to be cleaned and or repaired to any one unless on production of a card signed by us.

NOTICE.

RAMSEY & CO.
Hongkong, 18th February, 1922. [441]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of HUMPHREYS ESTATE AND FINANCE CO., LTD. will be held at the Hongkong Hotel on Friday the 3rd day of March 1922 at 11.30 O'clock in the forenoon when the subjoined Resolutions will be proposed as Extraordinary Resolutions.

1. That Article 105 of this Company's Articles of Association be altered as follows:—

(a) By the insertion of "10,000" in the place of "25,000" in the fifth line thereof.

(b) By striking out in the fifth and tenth lines thereof the words "for each financial year of the Company" and inserting in place thereof the words "in every year wherein such profits shall not exceed in aggregate the sum of \$150,000, and a commission of ten per cent per annum on all the net profits of the Company in excess of that sum."

2. That the above Resolution (No. 1) to be retrospective and take effect from the 1st day of January 1922.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting, such Meeting will be held on Monday the 30th day of March 1922 at the same time and place for the purpose of considering and if thought fit confirming such Resolutions as Special Resolutions accordingly.

Dated the 15th day of February, 1922.
By Order of the Board,
JOHN D. HUMPHREYS & SON,
General Managers.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at St. George's Building, Charter Road, Victoria, on FRIDAY, the 3rd March 1922 at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1921, and electing a Consulting Committee of auditors.

The Transfer Books of the Company will be closed from Wednesday, the 22nd February, 1922, until Friday, the 3rd March, 1922, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 17th February, 1922. [444]

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from WEDNESDAY, the 22nd of February, 1922, both days inclusive, during which period no transfers of shares of shares can be registered.

By Order of the Board of Directors,
M. MANUE,
Secretary. [337]

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT
SATURDAY, FEBRUARY 25TH, 1922, AT THE THEATRE ROYAL AT 9.15 P.M.

TEN ROUND FEATHERWEIGHT CONTEST.
A. B. CHADWICK v. A. B. HINDLE.

TEN ROUND MIDDLEWEIGHT CONTEST.
O. S. LEWENDEN v. A. B. DUNCAN.

TEN ROUND CATCHWEIGHT CONTEST.
Sto. P. O. MORGAN v. Chief P. O. CALLAGHAN.

AND THREE SIX ROUND CONTESTS.
Booking at MOUTRIE'S.

Members MONDAY and TUESDAY, FEBRUARY 26th and 27th.

General Public WEDNESDAY, 22nd to SATURDAY, 25th.

USUAL PRIZES.

OPEN NOVICES' COMPETITION
FRIDAY and SATURDAY, MARCH 1st and 2nd.

Full particulars will be sent to all units of Army and Navy and Police. Others please apply to Hon. Secretary, c/o JOHNSON, STOKES and MAXWELL.

NO ENTRANCE FEE.

538

INTIMATION

WATSON'S

"E"

WHISKY.

The price of this Whisky is higher than many imported cased Whiskies, because it costs more, and is better. You get real value because you are not paying the cost of world-wide advertising.

SOLE AGENTS:—

A. S. WATSON &

CO. LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 616.

HONGKONG OFFICE: 104, DES VOGES RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 24TH, 1922.

A CHANCE FOR THE CHINA TEA TRADE.

Judging from such statistics as are at present available to us, China's export of Tea for the season 1921-22 shows considerable improvement on that of the preceding season. Tea, for many years, was China's chief export, but it has steadily declined largely because of the indifference of the native growers and manufacturers to the very emphatic warnings from the tea markets of the world that the quality of the produce stands in need of great improvement. They have been advised to exercise greater care in the plantations and to abandon "archaic methods of manufacture," but little heed has been paid to these warnings and the export trade, in consequence, has steadily declined. If only the tea growers of China would listen to the warning, they would seem to have at the present time a very exceptional opportunity of recovering the lost prestige of China tea in the world's markets. We see from a recent review of tea supplies that it is estimated that the world's output of tea is about 115,000,000 lb. below requirements. Considerable activity exists on the buying side of the trade, and competitive purchasing on short supplies means higher prices. During the war, under control of price and blending of anything and everything which could possibly be regarded as tea, plucking with a very free hand was general, and the quantities available were heavy. Control ended, and production continued at a high rate until representations were made to growers that it should be reduced. A demand from the Continent helped to absorb the heavy production, but that market slumped, and with the failure of the expected demand from Russia, the call for decreased production was urgent. It was answered by the growers; fine plucking was resorted to, there is a shortage, and prices are advancing. Perhaps because of the expectation of a recovery of the Russian market, combined with the fact that India has developed a habit of drinking her own tea, and "dry" America is making a larger call on the world's output, there has been a decision

to revert to free plucking. Russia, under normal conditions provides a very large market for China tea, and the fact that conditions in Russia for some years past have been far from normal, has been, to a large extent, responsible for the deplorable state of the tea trade in China. As regards the tea market in England, a leading firm of distributors and importers points out that when sugar rose in price during the war 581 per cent, eggs 357 per cent, and food in general about 200 per cent, tea increased only 79 per cent., and that figure included the increase in duty from 5d. up to 10d. and 1s. per lb. But for the higher taxation, the price of tea would now be only 3s. per cent. above pre-war. They add that one result has been the ruination of some small growers and heavy losses by larger ones. With the reduction of purchasing power there is an inevitable increase in the call for cheaper teas, and it must be reflected in the price. A comparison of the prices of tea in bond in England in the early days of January with prices last year shows an advance of something like 30 per cent., but even so, the quotation for the best Ceylon product was only in the neighbourhood of 1s. 6d. a pound. This, of course, does not include the duty, which is 10d. a lb. on tea grown in British territory and 1s. for other teas. A writer in one of the Home papers on the subject of the price of tea, recalls a little bit of history connected with the palmiest days of the industry in China, the original home of the tea plant. "However, short supplies may become," he says, "prices will not rise to the level of 10 guineas per lb., the cost in the sixteenth century in this country, and we are protected from the state of affairs existing when the old East India Company held the monopoly, when the quantities sold were far in excess of the total imports because of a thriving industry (not by the company) in the resale of dried, spent tea-leaves. In the eighteenth century 7s. to 24s. per lb. were normal prices, considerably below the sum realised when taxation was first imposed in the time of Charles II. when as much as 21s. per lb. was paid. The abolition of the East India Company's monopoly in 1837, was the beginning of free competition and lower prices." There is no danger of prices rising very much above the level that they stand to-day. It is evidently a profitable level for the grower, and with the world's output 145 million pounds below requirements, there is obviously an opportunity for China growers and manufacturers if they will but heed the warning to pay greater attention to the quality exported.

The approaching wedding is announced in Hongkong of Mr. Charles William Woodcock, merchant, of Shanghai, to Miss Harriet Deacon, of Surbiton, Surrey.

Captain. H. E. Grace, R.N., who has just been appointed to succeed Commodore Bowden-Smith in Hongkong, is stated to be a son of Dr. W. G. Grace, the famous cricketer.

There is a proposal in the Chinese Chamber-of Commerce at Canton that a voluntary levy of the equivalent of one month's rent of every business shop and dwelling house should be made to augment the fund necessary for the expeditionary army against the North. A total of at least \$2,000,000 is expected from this source.

A notorious bandit, named Tam Yu, has been captured by a force directed by the magistrate of the Nam-hoi district. This robber chief had a gang of about one hundred bandits under his control, who had carried out many depredations in the villages of the district. The gang fought desperately when surrounded, but the soldiers succeeded in capturing the leader and three others.

THE PENANG MILLIONAIRE WILL CASE.

PROCEEDINGS IN CHAMBERS. PENDING LEGISLATION.

The difficulty of carrying on with the Penang millionaire will suit in the Supreme Court, in the absence of counsel for the plaintiff, was got over, yesterday, when the hearing was resumed. A solicitor cannot take the place of a barrister in the Supreme Court of the Colony but it seems that he can in Chambers; so Mr. G. K. Hall Brutton, solicitor for the plaintiff, faced Mr. Eldon Potter and Mr. F. C. Jenkin, counsel for the defence, and spent the day in the Chief Justice's room cross-examining the witnesses for the defence.

Some of the witnesses live in Penang and are anxious to return there, so it is proposed to continue, daily, with the case in Chambers until one of two things happens; either that Mr. Alabaster, who broke down under the strain of the case, is able to resume in the near future, or that the Government puts into force the draft Bill promulgated in the Gazette the other day, "to make temporary provision for the appointment of solicitors to appear in the Original Jurisdiction of the Supreme Court in certain emergencies." This measure would empower the Chief Justice, if in his opinion, there is not a sufficient number of barristers within the Colony, "available and competent to appear and act for suitors," to authorise any duly enrolled solicitor to appear and act as barrister.

The fact that this Bill was not introduced into the Legislative Council yesterday seems to indicate that the legal profession—"one of the closest trade unions in the world," as it is often called—has objections to the measure. Perhaps that expression, "available and competent to appear and act for suitors," sticks in someone's gizzard! In the action now before the Court, however, there is nothing invidious in the decision of the suitors not to instruct fresh counsel. The case has been on for so long that a barrister who had not heard all that had transpired would be sure to find himself at a loss, sooner or later; in any case, he would have to put in at least a fortnight's hard work to become acquainted with all that had gone before.

The draft Bill (which is likely to be dubbed in legal circles, the "Brutton Ordinance") will probably be needed before long, for the reports of the action can scarcely be conducted in Chambers and from latest reports it is unlikely that Mr. Alabaster will be able soon to resume work. His medical adviser, Dr. Forsyth, has ordered him a sea voyage as soon as he is well enough to undertake one, and his many friends will hope that it may lead to his complete recovery.

N.Y.K. BIG LINERS.

TRANSFERRED TO EUROPEAN LINE.

Cable information has been received by the Hongkong office of the Nippon Yusen Kaisha, from the Head Office in Tokyo advising that it has been decided to transfer back to the European Line the four big steamers that are on the Trans-Pacific Line, viz. *Katori Maru*, *Kashima Maru*, *Suwa Maru* and *Fushimi Maru* which steamers will replace the s.s. *Maru*, *Shidzuoka Maru*, *Yokohama Maru* and *Yoshino Maru*.

The proposed sailings of these large European Liners from Hongkong to Europe will be as follows:—
Katori Maru on or about 31st March
Kashima Maru on or about 28th April
Suwa Maru on or about 26th May
Fushimi Maru on or about 24th June
and the Trans-Pacific service will be after he maintained by s.s. *Kaga Maru*, *Iyo Maru*, *Shidzuoka Maru* and *Yokohama Maru*.

A misconception seems to prevail as to the amount of commission deducted in the pari-mutuel at the Races. We notice it is described in two of our contemporaries as "the appalling 20 per cent." The fact is that in the pari-mutuel business the commission deducted is 10 per cent. Twenty per cent. commission is deducted in the cash sweeps.

CABLES.

LATEST CABLES.

(THROUGH ROUTE'S AGENTS.)

GENOA CONFERENCE.

BRITISH AND FRENCH TENSION RELIEVED.

London, February 23rd.

Anglo-French relations have been somewhat clouded recently on the subject of the Genoa Conference. The French press is criticising the British Government's failure to reply to the French memorandum requesting postponement of the Conference for three months and demanding a precise settlement of the agenda beforehand. The announcement of the meeting arranged between Mr. Lloyd George and M. Poincaré on the French coast on Saturday has relieved the tension and is heartily welcomed by the French press as likely to lead to an agreement on the political conditions of the Conference, including respect for peace treaties. The French newspapers congratulate M. Benes for acting as conciliator during his visit to Paris and London. They declare that M. Benes urged the Czechoslovakian viewpoint that the maintenance of stability in Europe was dependent on complete Anglo-French agreement.

THE PACIFIC TREATY.

FEELING IN THE UNITED STATES SENATE.

London, February 23rd.

It is reported from Washington that a majority of the Senate Foreign Relations Committee favour Senator Brandegee's proposed reservation to the Pacific Treaty absolving the United States from any obligation, legal or moral, relating to the insular possessions or dominions of any other Powers and stating that the consent of Congress must first be obtained to any adjustment or understanding under Articles One and Two but that no obligation be imposed to give such consent. Neither President Harding nor Senator Lodge appear irreconcilably opposed to a reservation in this form. Senator Johnson has tabled a reservation limiting the Signatory Powers' rights, referred to in the Treaty, to undisputed rights and reserving the Powers' full liberty of judgment in any dispute regarding the validity of rights.

BIG OIL COMBINE IN VIEW.

DEVELOPMENT OF PERSIAN OILFIELDS.

London, February 23rd.

It is reported that pourparlers are proceeding in New York which, if completed, as seems likely, will make the Standard Oil and Anglo-Persian Oil equal partners in the development of prospective oil fields in North Persia. The plans contemplate the formation of a company, towards the capital of which they will provide equal amounts and will be jointly represented on the board. It is expected that immediately the deal is completed a geological expedition will be despatched to Persia thoroughly to survey the fields before development is undertaken.

BANQUE INDUSTRIELLE.

THE BASIS OF THE NEW BILL.

Paris, February 23rd.

M. Jean Nény's report on the Banque Industrielle Bill estimates that four hundred million francs are still due to France as her share of the Bozar Indemnity. It says that the basis of the Bill is that no engagement taken in the name of France should be disavowed once it has been considered valid abroad. The conditions demanded for the future include judicial examination of the constitution of the Company, suppression of privileges attaching to founders' shares and personal responsibility of the directors of the Bank.

EARLIER CABLES.

FRENCH NEGOTIATIONS WITH CHINA APPROVED.

Paris, February 23rd.

The Senate Foreign Affairs Committee has adopted a report approving the opening of negotiations with China, with the object of finding means of safeguarding the material and moral interests involved in connection with the Banque Industrielle.

THE AIRSHIP DISASTER.

EYE-WITNESSES' DESCRIPTION OF THE AFFAIR.

NORFOLK, February 22nd.

Thousands of people witnessed the disaster to the airship *Roma*, which appears to have been filled with hydrogen instead of inflammable helium, with which it was previously filled.

An account agrees that the large kite-like rudder slipped down on one side whilst the *Roma* was driving ahead at a high altitude at a good speed. The dirigible did not respond to the elevation lever upon which an officer putted with his utmost power. The motors were out of and sand ballast thrown out in a vain attempt to check the airship's descent. Two men leaped out just before the vessel struck, whilst others, when the craft was aground, dropped through doors, port-holes and holes which they tore through the fabric sides. A moment later came the roar of an explosion and the vessel became a roaring furnace in which the others perished miserably. All efforts at rescue were futile owing to the terrific heat. Nothing was left of the airship except her twisted aluminium framework and six Liberty motors.

SITUATION IN PORTUGAL.

GOVERNMENT NOT YET RETURNED TO CAPITAL.

LONDON, February 22nd.

A message from Lisbon states that the situation is quite quiet. The Army has hitherto supported the Government. Part of the Republican Guard has started to surrender arms, but the Government has not returned to Lisbon.

CRISIS PASSED.

LISBON, February 23rd.

The crisis has passed without bloodshed, and has apparently resulted at any rate in the temporary overthrow of the Republican Guard, which has pulled the party strings since the assassination of President Paes. The Government is returning to the capital, and the Chamber meets to-morrow.

SEIZURE OF FRENCH VESSEL.

RETALIATORY MEASURES ON GREEK SHIPS THREATENED.

PARIS, February 22nd.

The Government has replied to the Greek Note regarding the seizure of the French steamer *Espoir*, threatening retaliatory measures on Greek vessels unless the *Espoir* is released with her cargo intact.

(The *Espoir* was seized on the ground that she carried contraband of war, and a Greek Note, in reply to a French protest, stated that the vessel would be released, after discharging her cargo.)

"URGENT" CABLES.

MR. KELLAWAY AGAINST THE ABOLITION.

LONDON, February 22nd.

In the House of Commons, replying to Mr. Barnes, who urged the abolition of the "urgent" cable rate for cables, Mr. Kellaway said that the urgent service was introduced as the result of representations from commercial men, and while delay was abnormal and the urgent service was available to foreign countries, he did not think abolition would be to the interest of British cable users.

SALE OF EX-ENEMY SHIPS.

LONDON, February 22nd.

Lord Inchcape is reported to have completed the sale of ex-enemy vessels on behalf of the Reparations Commission, totalling two and a half million tons, realising £20,000,000. The cost of disposal was only half a crown per £100 of the sum realised.

A ROYAL BETROTHAL.

KING OF JUGO-SLAVIA ENGAGED.

BUKHAREST, February 22nd.

The betrothal of Princess Mary of Rumania and King Alexander of Jugoslavia was officially celebrated at the Royal Palace at Cotroceni yesterday.

A ROCKEFELLER GIFT.

SCHOOL OF HYGIENE FOR LONDON.

LONDON, February 23rd.

The Government has gratefully accepted the Rockefeller Foundation's offer of \$2,000,000 towards building and equipping a school of hygiene in London.

ICEBOUND IN THE BALTI.

STOCKHOLM, February 22nd.

Eighteen steamers are icebound in the Baltic, some in a critical position. One has already been wrecked but the crew was rescued. A gale is blowing icebergs ashore.

INDIAN PRISONERS

RELEASED.

CALCUTTA, February 22nd.

One hundred and sixty Non-co-operation prisoners have been released from Faridpur Gaol, upon signing certain undertakings.

VARSITY HOCKEY.

LONDON, February 22nd.

The hockey match between Oxford and Cambridge resulted in a win for the former by 3 goals to 2.

BOTTOMLEY'S FINANCES.

THE VICTORY BOND CLUB AGAIN.

LONDON, February 22nd.

Mr. Horatio Bottomley has been summoned to Bow Street on March 8th on a charge of conversion to his own use of £5,000, the property of the Victory Bond Club in September of 1919.

SOUTH AFRICAN LABOUR TROUBLES.

GENERAL SMUTS SUGGESTS AN IMPARTIAL BOARD.

LONDON, February 22nd.

The strike commandos on the Rand are continuing their attempts to prevent the miners from working, but, despite intimidation, over a hundred additional men returned to work on the 21st inst.

Great interest was shown in the opening of the debate in the House of Assembly at Capetown on General Hertzog's motion for compulsory arbitration respecting the strike.

Mr. Boydell, the Labour leader, accused the Government of siding with the mine-owners by using the police for recruiting scabs.

General Smuts said that General Hertzog's proposal was not acceptable, as it had been a failure in Australia. The only way to settle the dispute was by the appointment of an impartial board, which would report to Parliament.

DYNAMITE EXPLOSIONS.

JOHANNESBURG, February 22nd.

Six dynamite explosions occurred near the Victoria Falls power-station and cutting off the supply of power to the Geduld Mine.

SINN FEIN CONVENTION.

AN AGREEMENT ON THE PREAMBLE.

LONDON, February 22nd.

The Ardith delegates waited at the convention two hours before their leaders appeared. Mr. de Valera was given an ovation on announcing agreement on the preamble, of which the stated object is to avoid a division in the Sinn Fein organisation, to give an opportunity to the Treaty signatories to draft a Constitution and to enable voters at an election to decide between a Republic and a Free State. The Dail is meanwhile continuing its functions. The Ardiths are unanimously in agreement. There was boisterous enthusiasm at the Convention, but no speeches.

LONDON, February 22nd.

Agreement was reached at Dublin for adjourning the Ardiths for three months, providing no Dail vote shall require the resignation of the Provisional Government and there be no election in the meantime. When the election comes the new constitution under the treaty will be submitted to the country.

MOMENTOUS PROBLEMS.

BRITISH AND FRENCH PREMIERS TO MEET AGAIN.

PARIS, February 22nd.

According to the papers, M. Poincaré and Mr. Lloyd George are soon to meet again in Paris, to examine momentous problems, notably the German payment of reparations in kind, and terms of the Genoa Conference.—*News*.

THE RUBBER SLUMP.

LONDON, February 22nd.

The rubber market continues flat. Plantation rubber has reached the low record of 7 1/2 p. cent.

WHITE STAR LINE.

WORLD'S BIGGEST SHIPS NEARING COMPLETION.

Important developments in the White Star Line's fleet will take place in the coming spring, when two new ships, with a combined gross register of 51,000 tons, will be added to the sailings between Southampton, Cherbourg, and New York, making the total in that service 137,000 tons. The new ships are the *Mauretania*, 50,000 tons, the largest steamer in the world, and the *Homeric*, 35,000 tons, the largest twin-screw steamer, and they will co-operate with the *Olympic*, 46,433 tons, the largest triple-screw steamer in the world, and the *Titania*, 45,000 tons, which will provide a service of unrivalled efficiency.

The *Adriatic*, 24,541 tons, will be transferred to Liverpool, where she will be operated with the *Baltic*, 23,878 tons, the *Cedric*, 21,073 tons, and the *Celtic*, 21,028 tons, in a weekly service to New York via Queenstown. Thus the famous "Big Four" of the White Star Line fleet will once more operate in their original trade. The combined gross register of the four ships is 120,520 tons, and the tonnage of which is no less than 225,000 tons.

The *Pittsburgh*, a new oil-burning vessel of 16,000 tons, is nearing completion, and is destined to ply between Liverpool, Queenstown, and Philadelphia, in which service she will join the *Haverford*, 11,635 tons, in the coming season. These two vessels are both of the "two-class" type, which has lately become so popular with the travelling public.

The *Benjina* and *Donia*, each over 10,000 tons gross register, are completing for the White Star-Dominion service, in which they will co-operate with the *Megantic*, 14,876 tons, the *Canada*, 9,472 tons, and the *Fedric* and *Rimouski* (the "democratic" ships, carrying only third class), each with a tonnage of 9,230 tons. The total tonnage employed in the White Star Line's North Atlantic passenger service between England and America will then be more than 330,000 tons, and the average tonnage of the 15 ships mentioned is over 22,000.

The London County Council has decided to insert in the conditions of future cinematograph licences a provision preventing the admission of a young person to any exhibition at which films are shown for "public" (that is suitable for adults only) and not for "universal" exhibition as above, unless accompanied by a parent or bone fide guardian. A "young person" is defined as a person under or appearing to be under the age of 16.

PORTUGAL'S STRONG MAN.

CAPTAIN CUNHA LEAL.

(FROM "THE TIMES" SPECIAL CORRESPONDENT.)

LISBON (by mail).

Francisco Pinto da Cunha Leal is a man 33 years old, of average height and sturdy build. Abundant black hair, and swarthy, almost dusky, complexion, and generally moulded lips bespeak the strain of African blood met with in so many Portuguese families. Sparkling brown eyes denote a vivacious intelligence, while the *joie de vivre* of an exuberant temperament inspires his whole personality.

It is not surprising to find that this youth, a brilliant student, who began his career as officer in the Engineer Corps of the Portuguese Army, in which he served both in Africa and Flanders, should appear among the plaid of enthusiastic young men whom the unfortunate Dictator Sidonio Pais gathered round him to be the reformers and saviours of Portugal. Cunha Leal, however, soon broke away from his chief when it became apparent that the carrying out of Pais's reforms meant tyranny and prisons full of political delinquents.

He joined the Radical Party, and became a Deputy. A facile speaker, his language was temperate, and when he became Minister of Finance in the winter of 1920-21 he caused a panic (for he said "Money is life, let us take it from the banks") and deposits began to be withdrawn. The Budget he presented, drafted on very advanced lines, did not however pass the Cortes and Captain Cunha Leal put on his military tunic once more.

In October, 1921, a revolutionary movement, which had come about owing to dissensions in the Republican Guard, upset the Liberal Cabinet of Senhor Grajo. Captain Cunha Leal had been approached to take part in this movement, but refused. He was quietly at home awaiting events when Senhor Grajo came in pursued by assassins, mostly Marines. Captain Cunha Leal was a political opponent, but the confidence which the hunted politician placed in Cunha Leal's loyalty was not misplaced. Cunha Leal harboured him all day long, and when, after nightfall, revolutionaries sent a deputation offering to convey Senhor Grajo on board a warship, Cunha Leal personally offered himself as his escort. At the Arsenal, Cunha Leal was separated from the Prime Minister, who was murdered, Cunha Leal being himself wounded in the throat.

A few weeks later, two Cabinets too closely connected with the revolutionaries having failed, Captain Cunha Leal came into office on the crest of the double wave of condemnation of the excesses of the revolution and public appreciation of his courageous conduct.

Rarely had an inexperienced Prime Minister been faced with a more difficult or complicated situation and with greater temptation and opportunity to act impulsively. He set to work calmly, but with energy, and soon had matters in hand. The parties had proved refractory, and the conflict was further complicated as a threatened conflict between the Republican Guard and the Army. A weaker man would have thrown up the sponge then and there, sure that another occasion would be vouchsafed him to reappear on the scene later in a more advantageous position. Nevertheless, he held to his point of view, which ultimately prevailed. It remains to be seen if the dominant, impulsive element in his character will always take the right direction.

VALUE OF EDUCATION.

MR. CLYNES'S EARLY DAYS.

Mr. J. B. Clynes, addressing the boy and girl inmates of the Sir Josiah Mason's Orphanage, Erdington, Birmingham, on January 7th, said: "So far as I got a chance of education, it finished at about 10 years of age. Then I had to earn a few shillings a week in a cotton factory, and was often weary and tired because of the exhausting labour in cotton mills at that time. From 10 to 16 I had ample opportunity fully to forget anything I had ever learned. It was then necessary to make a start. In my town there were no such schools as this. It meant making personal effort to get some sort of education and instruction. It was hard work, but very often we got the greatest joy out of hard work. From 16 to 20 I went to night schools, libraries, reading-rooms, and got books by begging, borrowing, and acquiring them in some way. I do not know whether I always retained the temptation to steal them (laughter)—but in that frame of mind and at such a time I can assure you the temptation is very real indeed. But any result from endeavours of that kind has been sufficient reward for the labour and expense employed."

Mr. Clynes advised the scholars to be responsive to the educational efforts of their teachers, and remarked: "Unhappily in this country the greater part of the population are I will not say uneducated, but nearly so. Nine out of ten have finished their education when they leave the elementary school. A great deal is being said now about saving public money, and so far as I know education is one of those national services which it is said must suffer. I hope our conclusion in relation to the Geddes report, so far as education is concerned, is wrong, for the more we spend on education the more we are likely to save to the nation. There can be no true economy by undue curtailment of expenditure in that essential and primary purpose of any modern nation. (Cheers.) I think it is true that, taking nearly the whole of our schools, a very large number of the teachers are very much underpaid and overworked. When the nation undertakes its task of being the national educator it could not stop halfway. When we consider what a nation loses through ignorance it is folly to try and save on education."

RUSSIA IN "FULL RETREAT FROM COMMUNISM."

VIVID PICTURE BY SIR PHILIP GIBBS.

Sir Philip Gibbs, who made a great name as a Press correspondent in the war has recently been visiting Russia, and gives the following vivid picture of the changing fortunes of Russia.

"The famine which I have described as I saw it is only one part of the misery of life and death in Russia," he writes.

"All Russia with its hundred and fifty million people is in a desperate state, living on the bare bones of life's most elementary needs, without reserves of wealth or food, uncertain of the future, even a few months ahead, beggared for the time being of all or nearly all the things that give a chance of human happiness."

"The Soviet Government stares at the ruin it has made, increased by calamities like war and famine not of its own making—let us be fair to them—acknowledges with an almost frightful frankness the utter failure of its political theories and system, and is now in full retreat from Communism."

"It hugs the panic-stricken hope that its leaders may save the Russian people and themselves by returning to the old ways of civilisation as it was built up by private trade, private property, and international credit."

A YEAR FROM NOW.

"I have been the witness of this transition. It is not yet complete, but in less than a year from now it is certain from what I have seen that Russia will have swung right back to a capitalistic basis of national life as a Republic, no more revolutionary in its ideals than that of Germany or France. It has already restored the rights of private property—as it at present exists—permitted private trading, acknowledged its foreign debts, and invited foreign capital to exploit its natural resources."

"Amazing change of front! The irony, the ghastly tragedy of its experiment with human life, is written on a wall in Petrograd."

"So it seemed to me a week ago when I walked up the stairs of a place called the International Hotel, once the Angletorre, now used as a bulleting house for foreigners allowed in Russia—where there are no hotels open for ordinary folk."

THE NEW WORLD.

"The words were written large in Russian and German."

"We are establishing another, a new world," they said. "Those who were nothing are now everything."

"I thought of the city outside that place—Petrograd—more magnificent once than Berlin or Paris, magnificent still with its palaces and picture galleries, great mansions, and offices, wide and splendid streets, glorious river front, all crowned and gleaming under snow. It was certainly another and a new world they had created in Petrograd. Once, before the war and revolution, it had a population of more than two millions. Now it is a sepulchre of memories with most of those great buildings empty of life, and in the whole city a population of 750,000."

"Those who were nothing are now everything," said the words on the wall. Beautiful words if they were true. It happened that just before reaching them I had come from a place in Petrograd called the Refugees' Camp. This place was the end of the journey for many of those people who for weeks, and thousands of years, I had seen moving through Russia, crowding the railway stations, camping on the river banks, living in cattle trucks on the railroads, on the long trail from the country of famine."

THE END OF THE JOURNEY.

"In Petrograd they hoped for food and rest. It was the end of the journey on which their hopes were set, for which they had struggled, for which some had died on the way."

"I went among who had recently arrived. They were in the great old barracks of Petrograd. There was no heat there, though it was 20 degrees below zero outside. There was only the heat of human bodies lying close to each other on bare boards, in the frightful stench of this vermin-haunted mass of men, women, and children. I saw them lining up for their meal, thin potato soup, and a bit of bread, and some of them could hardly stand, bent weakly against the walls while waiting. Others did not have the strength to stand, but lay listless among sheepskins with the look of death on them."

THEIR HOME.

"A door was opened in a yard through which I passed. 'Two days dead,' said a man. 'I looked into a room used as a morgue. There was a pile of bodies there, of men, women, and children, flung on top of the other like rubbish for the heap.' Those who were nothing are now everything."

"The reverse of that was true. Those who were everything are now nothing; but I have not found in Russia even an equality of poverty which would give some kind of moral sanction to a system of society, however senseless in fanaticism. The Commissar and the Soviet official are almost as far removed from the masses in their comforts and opportunities as the new rich of England from the unemployed."

"But the old rich who were everything are now nothing, if they did not escape in time. That may be of comfort to some of twisted minds, but I had only pity for them, and wonder at their courage. I like those who did not escape better than those who did, and they have some pride in their own sufferings, like soldiers in the front line."

(Continued at foot of next column.)

"OLYMPIC" IN A CYCLONE.

IAN HAY ON HIS EXPERIENCE.

The White Star liner *Olympic* recently encountered a tremendous storm off the coast of Newfoundland. At times the wind developed a velocity estimated to be 120 miles an hour. Owing to the heavy rolling of the ship, there were serious accidents to two passengers, one of whom died from his injuries.

Among the passengers in the *Olympic* was Major John Hay Beith ("Ian Hay"), who has described the most disturbing incidents of the voyage experienced in seas.

"We were 20 hours out from New York," said Major Beith, "when the trouble began. The wind was amazingly violent, and huge waves began to batter the ship, striking her from all angles. It was one of those events that it is a good deal more thrilling to look back the ship was wonderful, well handled, and there was never any panic among the passengers. It was rather surprising that nearly the whole time that the gale was blowing the sun shone brightly."

"The difficulty with a ship like the *Olympic* in a case like this is that she is too big to get away from the heavy seas as they come along, and she has therefore simply to stand up to them. The noise of the waves breaking against the sides of the vessel was like an artillery barrage."

"We left New York," he continued, "at noon on Saturday, and the *Olympic* was pretty full. There were a good many British people coming for Christmas, and others who had been to the United States in connection with the Washington Conference. Colonel Repington, Mr. J. C. Squire, and Mr. A. P. Herbert were among the passengers, so that we were able to have a literary Bridge four."

SALOONS FLOODED.

"It was on Sunday night that we ran into the first of the bad weather. It began just after dinner. The ship started to roll during the night. She rolled all over the place, and I had the greatest difficulty in keeping in bed, but neither I nor a good many other people were ill and the dining saloon was quite well attended. On Monday morning there was a tremendous sea coming right across the boat from the starboard beam. Every port and window on that side on the saloon deck was smashed. Even the big electric light globes fixed in the ceiling shattered. Then the water came in and lough. The breakfast saloon next to the lounge. The ironwork was all bent and there was a quantity of broken glass scattered about. The wireless installation was damaged and some of the boats were swept away. A large hole was blown in the sheet iron of the screen on the bridge."

"Throughout Monday morning the buffeting went on. But the most curious thing was that the worst roll we had took place after the weather had begun to moderate. That was after luncheon on Monday. Six ports in the ball-room and the whole of the deck in that part of the ship were flooded. Everything that was not screwed down shot across the ship. Then she rolled in the other direction and everything tumbled across to that side. There were a catarract of passengers, sofas, and tables. It was late on Monday before anyone could go on deck."

"The fog that followed the storm lasted 48 hours, and the ship was running at reduced speed, with a foghorn being sounded every minute—as dismal a thing as one could imagine. One of the advantages of running the vessel on oil fuel was that it could be shifted to act as ballast more easily than coal."

"Such a smiling pride I found in a girl belonging to one of the old noble families of Russia who came back from France at the time of the revolution to 'see it through with her people.' It has been hard for her, and harder for her mother and father and delicate sister. They were living, as I found them, in two rooms divided from the public passage by an old curtain. There they have been since the Soviet officials took their big house and all that it held, with their pictures and jewels and treasures of every kind."

"COURAGE."

"The father kept a little house where he showed me the wretched room where he sleeps, the size of a bath-room, heaped up with logs which he uses for fuel with anxious economy. But he brushed the tears away and shrugged his shoulders and spoke the word 'courage' as though to his own soul. The mother's hands were toil-worn, like a peasant woman's. When the two girls go visiting an English friend they take turns because they have to share a pair of boots."

"We live like gypsies, you see," said the elder girl, and laughed.

"If I take courage to laugh, for these people who have known all the comforts of life, and even too much luxury in the old days. In material ways they have not had quite the same change of life as the labouring classes, not so much favour in rationing or wages. Morally, their misery has been greater, because they were not hardened to the rough school of life."

LADIES WITH COARSE HANDS.

"They are hardened now, those who still live! I noticed how some of these ladies of the old regime had coarse hands, how the older ones had taken on the appearance as well as the clothing of women of the people."

"So I thought when I stood in the room of a little old lady who had hidden some of her treasures, and now, when private property is allowed to some extent—brought them out to sell, not with out fear and trembling. Once her table had been laid for 70 guests, all her plate and glass had been in sets of 70. Now she lived in one bare room, and as she showed me a fur coat, some embroidered tablecloths, a few trinkets, she was like an old peasant woman in the market place."

SHIPPING NEWS

ARRIVALS

February 23rd.
Thakura, British str., 1,470 tons, Capt. O. W. Falk, from Calcutta and Singapore, with a general cargo.—J.M. & Co.
Jacoa, American str., 1,621 tons, Capt. W. Appel, from Saigon, with a general cargo.—P.M. S.S. Co.
Janus, British str., 3,500 tons, Moji, with a general cargo.—M.M. & Co.
Tsuruga Maru, Japanese str., 4,334 tons, Capt. Y. Masuzumi, from Moji, with a general cargo.—N.Y.K.

CLEARANCES

February 23rd.
Hanoi, for K. C. Wan.
Providence, for Dairen.
Tidra, for Singapore.

PASSENGERS

DEPARTURES

Per *Empress of Russia*:—Miss A. Agg, Mr. M. Arana, Mr. E. E. Bronnum, Acg. Lieut. J. Booth, Miss J. D. Birt, Kovs, Rev. and Mrs. E. S. Barkett, Mr. and Mrs. C. R. Bernard, Mr. C. R. Burkh, Mrs. E. D. Blackburn, Mr. and Mrs. G. C. Clark, Mr. A. B. Cook, Mr. K. Cruik, Mr. G. C. Dew, Capt. and Mrs. W. Davidson, Miss L. Donaldson, Mrs. F. Engel, Mr. F. S. Elms, Mr. J. H. Evans, Mrs. A. Freyman, Mr. H. M. Gorton, Flight-Lieut. C. I. Gordon, Rev. J. Goldin, Miss J. Guggenheimer, Mr. A. J. Hayim, Mrs. E. Hayim, Mr. M. Hoshim, Mr. J. E. L. Hunter, Mr. M. Hudson, Mr. and Mrs. O. D. Harder, Rev. R. A. Jaffray, Miss A. Law, Miss D. Langford, Mr. H. T. Lee, Mr. and Mrs. J. Levy, Mrs. M. L. McCreer, Mr. G. C. Maxwell, Rev. N. T. Macintosh, Mr. L. Messer, Mr. and Mrs. B. J. Miles, Mr. and Mrs. F. A. Mody, Miss D. M. Ness, Mr. and Mrs. S. A. Nagel, Miss F. and Master S. Nagel, Mr. R. H. North, Prof. E. Odium, Mr. and Mrs. J. Ogilvie, Mr. and Mrs. W. T. Payne, Mr. and Mrs. F. W. Peters, Mr. and Mrs. B. Peters, Mr. and Mrs. L. Penn, Mr. A. S. Paddy, Mr. D. Raphael, Rev. T. Ryan, Mr. D. Stewart, Mr. H. H. Scott, Mr. A. Steiler, Miss D. Seligman, Mr. and Mrs. S. G. Seligman, Mr. C. W. Sheet, Mrs. S. Thompson, Miss R. Vanable, Mr. F. R. Vida, Mr. H. Williams, Capt. and Mrs. I. C. Wettengel, Mr. P. C. Young, Mr. and Mrs. A. V. White, Mr. W. Turner, Mr. E. C. Dudley, Rev. and Mrs. C. N. Bandy.

SHIPPING MOVEMENTS

The P. & O. Co.'s s.s. *Derwenta* left Singapore for this port on the 21st inst. at 8 a.m. with the outward English mails, and is due here on the 28th inst. at about 6 a.m.
 The T.K.K. s.s. *Shingo Maru* arrived at Manila on the 23rd inst. at 9 a.m., and leaves 25th inst. at 10 a.m., being due at Hongkong on 27th inst.

VESSELS EXPECTED

Auchisa (Blue Funnel), due March 14th.
Atrato Maru (N.Y.K.), due March 1st.
Bolton-Castle (Doddwell-Castle line), due beginning of March.
Devanha (P. & O.), due February 27th.
Empress of Asia, due February 25th, at 10 a.m.
Wakana Maru (N.Y.K.), due March 30th.
Haruna Maru (N.Y.K.), due March 2nd.
Kalyan (P. & O.), due March 29th.
Kendal Castle (Doddwell-Castle line), due early in April.
Mentor (Blue Funnel), due March 6th.
Mito Maru (N.Y.K.), due March 30th.
Novara (P. & O.), due March 11th.
Peleus (Blue Funnel), due February 29th.
Pathan (Doddwell & Co.), due beginning of March.
Rheus (Blue Funnel), due March 14th.

FIRE ON BLUE FUNNEL STEAMER.

The Blue Funnel steamer *Epmacrus*, en route to Yokohama from Shanghai, arrived at Kobe recently with fire in her number six hold. The Kobe water police had been previously informed by wireless of the fire and when the steamer arrived they immediately sent launches with fire engines and extinguished the blaze in a short time.
 Perfumes, hemp and other commodities in the number five hatch, where the fire originated, were destroyed. The damages are estimated at ¥50,000. The origin of the fire was not known.

WEATHER REPORT.

February 23rd at 11:35.—Pressure has decreased very considerably over N.E. Japan a depression having approached rapidly from westward. It has increased moderately at Weihaiwei and decreased slightly over S. China and N. Annam.
 An anticyclone is probably forming over S.E. Mongolia.

Moderate monsoon may be expected along the S.E. Coast of China and light monsoon over the China Sea.
 Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.04 inch. Total since January 1st, 7.77 inches, against an average of 3.77 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

	Forecast
Hongkong to Gap Rock	N.E. winds, moderate; overcast, rainy.
Formosa Channel	N.E. winds, freshing.
South coast of China between (The same as Hongkong and Lamook)	No. 1.
South coast of China between (The same as Hongkong and Hainan)	No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, February 23rd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.96	29.92	29.81
Temperature	69	64	62
Humidity	80	85	97
Wind Direction	E	E	E
Force	2	3	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 22nd ... 69
 Lowest open-air Temperature on 23rd ... 62

HONGKONG TIDE TABLE

From 24th to 2nd February, 1922.

High Water		Low Water	
Days of Week	Time	Days of Week	Time
Fri. 24	h. m. 9 16	h. m. 4 4	h. m. 2 25
Satur. 25	h. m. 8 3	h. m. 6 7	h. m. 1 38
Sun. 26	h. m. 9 41	h. m. 4 6	h. m. 2 55
Mon. 27	h. m. 10 12	h. m. 3 24	h. m. 2 12
Tues. 28	h. m. 10 39	h. m. 3 52	h. m. 1 40
Wed. 1	h. m. 11 1	h. m. 4 21	h. m. 1 11
Thur. 2	h. m. 11 28	h. m. 4 51	h. m. 1 4
	h. m. 11 53	h. m. 5 22	h. m. 1 7
	h. m. 12 24	h. m. 5 58	h. m. 2 3

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Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Russia	Feb. 23 Mar. 13	Metagama	Mar. 24 Mar. 31
Empress Asia	Mar. 23 Apr. 10	Empress Britain	Apr. 22 Apr. 29
Empress Russia	Apr. 23 May 8	Empress France	May 15 May 23
Empress Asia	May 13 June 1	Empress Scotland	June 13 June 20
Empress Canada	June 13 June 19	Empress France	June 27 July 4
Empress Russia	June 13 July 3	Empress Scotland	July 11 July 18
Empress Asia	July 13 July 31	Empress France	Aug. 8 Aug. 15
Empress Canada	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Russia	Aug. 10 Aug. 28	Empress France	Sept. 5 Sept. 12
Empress Australia	Aug. 24 Sept. 11	Empress Scotland	Sept. 19 Sept. 26

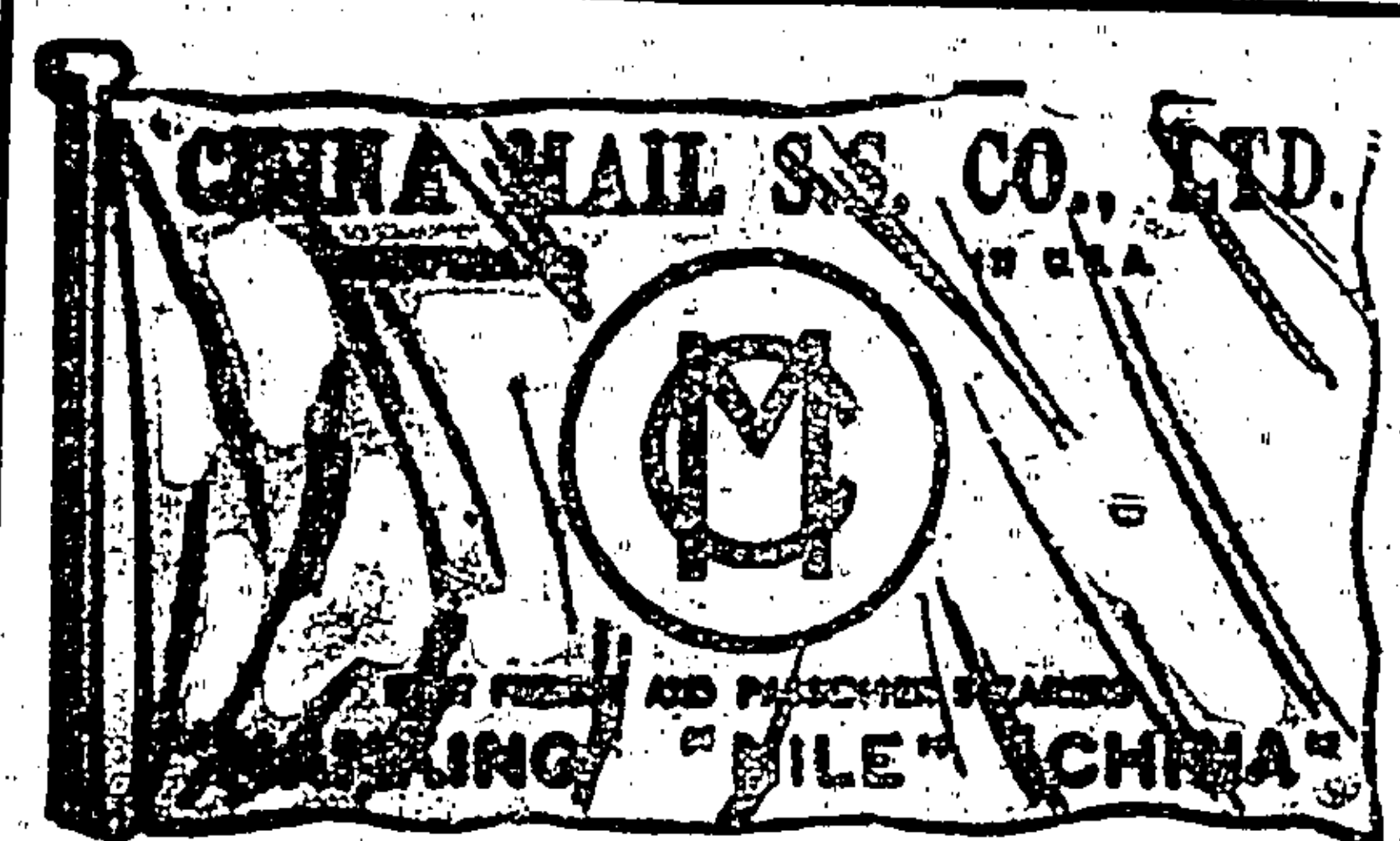
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KARIMA MARU (Nagasaki direct) ... Friday, 24th Mar., at 11 a.m.

ROVA MARU ... Friday, 7th Apr., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Friday, 3rd Mar., at 11 a.m.

KAMO MARU ... Friday, 17th Mar., at 11 a.m.

HAMBURG, via LONDON HULL & ROTTERDAM.

LIVERPOOL via MARSEILLES.

TAJIMA MARU ... Monday, 12th Mar.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 14th Mar., at 11 a.m.

NIKKO MARU ... Tuesday, 14th Apr., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPS

KANAGAWA MARU ... End of Mar.

BOMBAY via Singapore, Penang and Colombo,

TSURUGA MARU ... Thursday, 23rd Feb.

OSAKA via Singapore, Penang & Bangkok.

NAGASAKI KOBÉ & YOKOHAMA.

NIKKO MARU ... Friday, 17th Mar., at 11 a.m.

SHANGHAI KOBÉ & YOKOHAMA.

ATSUTA MARU ... Thursday, 2nd Mar., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

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s.s. "MERANO" ... sailing on or about 15th Mar.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" ... sailing end of Mar.
 s.s. "MERANO" ... sailing on for about 1st Apr.
 Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports— SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED.
 Agents.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOR SAMARINDA	JAVA JAVA	In port in port		AMOI via SHANGHAI

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodator for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

York Building, First Floor

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1674.

VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ (United Netherlands Navigation Company) HOLLAND-OOST AZIE LIJN (Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers For Sailing on or about

"ALDABI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 9th Mar.

"SAPAROA" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 1st Apr.

"ROTH" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th May

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents.

First Buildings

THE EAST ASIATIC CO., LTD., COPENHAGEN

The M/S. "AFRIKA"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 22nd March.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Tongking"	2nd Mar.	10th April
M/S. "Malaya"	1st Apr.	4th May
M/S. "Java"	7th May	15th June
M/S. "Peru"	15th June	23rd July

Subject to change without notice. For further particulars please apply to—

MANNERS & BACKHOUSE LTD
 Agents.

741

YAMASHITA KISEN KAISHA (THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhol

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office, No. 37, Bonhom Strand, Wos. Tel. No. 165.

S. MITARAI, Agent, Top Floor, King's Building Tel. No. 140.

STRUTHERS & BARRY

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE TO LOS ANGELES & SAN FRANCISCO via MANILA

"West Chopaka" ... In Port

Leave Hongkong 26th Feb.

* Cargo accepted for Transshipment at San Francisco to weekly sailings for Atlantic Seaport Ports Through Bills of Lading issued to U.S. and Canadian Overland Points.

For Full Information Apply To

L. EVERETT, General Agent for Japan-China-Philippines.

1st Floor, Pwells Building, 12 Des Voeux Road Central.

G. P. Bradford, Res. Agent.

AMERICAN & ORIENTAL LIEU

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
(Managing Agents).

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF CALCUTTA" ... 20th March Shanghai Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF SIMLA" ... 24th March Marseilles London, Rotterdam & Hamburg
S.S. "CITY OF CALCUTTA" ... 28th April do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or BEES & CO., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

JOHAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL CO., LTD.)

Sailings from Hongkong.

S.S. "NINGCHOW" ... via Suez Canal ... 2nd Mar.
S.S. "AJAX" ... via Suez Canal ... 10th Mar.
S.S. "KABINGA" ... via Suez Canal ... 20th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENTS. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "AMBOISE" ... 15,000 ... On or about 7th Mar.

MARSEILLES, via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUZ, & PORT SAID ... "ARMAND BEHIC" ... 10,000 ... On or about 6th Mar.

COMMERCIAL LINE

SHANGHAI & NORTH-ERN PORTS OF CHINA ... "MEINAM" ... 12,500 ... End of February.

"CHEF MECANICIEN" ... 15,000 ... End of March.

ALSO REGULAR SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP.

For further particulars, etc. apply to

CONSIGNATION-TRANSIT-REPRESENTATION:

Telephone 740.

R. RODENFUSER,

Acting Agent,

Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having room accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

Arrive and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAK & CO.
General Manager.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,840	1st Mar.	Marseilles, London & Antwerp
"DUNERA"	8,400	3rd Mar.	Singapore, Colombo, Bombay
"KHIVA"	9,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,093	25th Mar.	do.
"NOVARA"	8,700	31st Mar.	Singapore, Colombo & Bombay
"KALYAN"	8,550	12th Apr.	Marseilles, London & Antwerp
"PLASSY"	8,987	26th Apr.	do.
"SIOLIA"	7,348	10th May	Singapore, Colombo, Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,700	17th May	do.
"KHYBER"	8,000	34th May	Singapore, Colombo & Bombay
"SOUHAN"	8,700	7th June	Marseilles, London & Antwerp
"KASHMIR"	8,418	14th June	do.
"KARMALA"	8,000	31st June	Singapore, Colombo & Bombay
		5th July	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"JANUS" ... 5,000 ... 23rd Feb. 9 a.m. Singapore, Penang & Rangoon with transshipment at Singapore and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" ... 4,000 ... 6th Mar. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA" ... 7,000 ... 24th Feb. Shanghai & Japan
"DEVANHA" ... 8,100 ... 27th Feb. 10 a.m. Shanghai, Moji & Kobe
"SKILIA" ... 6,700 ... 28th Feb. Shanghai only.*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the connecting steamer.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc. apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP.—Monthly direct service via Singapore and Penang."ALTAIR MARU" ... Friday, 10th Mar.
BUNNOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE
"PANAMA MARU" ... Tuesday, 28th Feb.COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDUS MARU" ... Tuesday, 28th Feb.
"SAIGON MARU" ... Saturday, 4th Mar.DELI & BANGKOK via SAIGON & SINGAPORE
"BUSHO MARU" (also Passenger) ... Friday, 3rd Mar.
CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.
"KARAK MARU" ... Wednesday, 1st Mar.
"KARAK MARU" ... Saturday, 4th Mar.VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan. Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"AFRICA MARU" (Taking Passengers) ... Tuesday, 28th Feb.
"HAWAII MARU" ... do. ... Saturday, 4th Mar.NEW YORK via PANAMA—Regular monthly service via Japan, Penang, San Francisco, Panama and Colon Ports.
"HAYRE MARU" ... Sunday, 12th Mar.NEW ORLEANS LINE via SUEZ.
"HAMBURG MARU" ... Friday, 10th Mar.
JAPAN PORTS—Kobe & Yokohama via Shanghai."ALASKA MARU" ... Sunday, 26th Feb.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers.
"AMAKUSA MARU" ... Sunday, 26th Feb.TAKAO via SWATOW & AMOY
Tel. Nos. 144 & 745 Y. YASUDA, Manager.

AUSTRALIAN ORIENTAL LINE

HONGKONG to PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Sidney & Melbourne via Port of Hongkong for Australia.
"CHANGSHA" ... About 23th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports. Freight and passage rates apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

SHANGHAI For ... "LUCHOW" ... To Faoi ... On 25th Feb.
SHANGHAI For ... "HUICHOW" ... On 25th Feb.
SHANGHAI For ... "TAMING" ... On 26th Feb.
SHANGHAI For ... "CHINHUA" ... On 26th Feb.
SHANGHAI For ... "FENGTIEN" ... On 1st Mar.These dates cannot be relied on.
SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation and Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Canton.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

(via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU)

"THE PATHWAY OF THE SUN"
S.S. KOREA MARU ... Feb. 25th
S.S. SHINYO MARU ... Mar. 5th
S.S. PERLA MARU ... Mar. 15th
S.S. TAIYO MARU ... Mar. 31st
S.S. SIBERIA MARU ... Apr. 14th
S.S. TENYO MARU ... May 1st

* Calling at Dairen.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALI, MOLLEDO, ARICA & IQUIQUE.
THROUGH BY TRANS-ANDIN ROUTE TO BUENOS AIRES.S.S. GINYO MARU ... Mar. 1st
S.S. ANYO MARU ... Mar. 31st
S.S. SEIYO MARU ... May 15th

For full information regarding passenger, freight and sailing, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD

TRANS-PACIFIC SERVICE

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU
AMERICAN STEAMERS
For SAN FRANCISCO via SHANGHAI, KORE ETC.S.S. "EMPIRE STATE" ... Mar. 15th
S.S. "HOOSIER STATE" ... Apr. 11th
S.S. "GOLDEN STATE" ... May 2nd

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG AND RANGOON.

FOR HAIPHONG

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO

Monthly Sailings.

For full information regarding rates, space, etc. apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

NETWORK

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG and SOERABAYA

"CHERIBON MARU" ... sailing on or about 5th Mar.

"MACASSAR MARU" ... sailing on or about 25th Mar.

For MOJI, KOBE and YOKOHAMA:

"SAMARANG MARU" ... sailing on or about 6th Mar.

"BORNEO MARU" ... sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI, Manager,

2nd Floor, Princes Building.

Telephone 3198.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK:
S.S. "ORFEO PRINCE" ... (via Suez) Early Mar.
For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

81, George's Building.

Telephone 3145.

Telegrams (Furness) Ltd.

